

## WHEELS IDLE.

A Strike Ties Up Street  
Railway Traffic.

AT LOUISVILLE, KY.

Employees of Street Railroad Company Demand a Ten-Hour Day  
and Pay for Extra Labor.

Louisville, Ky., March 11.—With the exception of suburban and a few cars carrying mail, not a street car moved in Louisville Sunday, the strike of the union employees of the Louisville Railway Co. becoming effective in the morning. Although there are only 300 non-union employees out of a total of 1,100, the company made no attempt to run passenger cars. The police had nothing to do, although pickets were active in an inconspicuous way.

The street car company said that, counting the number of individual applications on file since the strike founded up and the number of old employees holding out from the union, there would be a force sufficient to operate main lines to-day. The union officers deny that the company will be able to operate. Neither side made any offer of settlement. The demands on which the strike is based are:

A ten-hour workday with 22 cents an hour pay; 45 minutes for meals; pay for extra work, to begin when report for duty is made; time and a half for overtime; subsequent employees to be allowed to join the union; a board of arbitration.

The inconvenience to the general public was not greatly apparent. The crowds in the business quarter and the attendance at churches and Sunday theatres seemed, if anything, greater than usual. All sorts of vehicles, from delivery wagons to automobiles, were carrying passengers for from 10 to 25 cents.

### GOVERNMENT VS. RAILROAD.

Trial of the Delaware, Lackawanna & Western Co. for Alleged Rebating Begins To-day.

New York, March 11.—One of the cases of the federal government in the sugar rebate cases—that against the Delaware, Lackawanna & Western Railroad Co., will be called for trial in New York to-day. In this case the government charges that payments made to Lowell M. Palmer, owner of Palmer's Docks, Brooklyn, of two cents per hundred pounds on sugar shipped beyond Buffalo and one cent per hundred pounds on shipments to points this side of Buffalo, constituted a rebate within the meaning of the law. The railroad contends that the payment made to Palmer was to reimburse him for his loss in profit on business given the Lackawanna through the fact that the Lackawanna's freight did not pass through its docks, while that of other roads did. The government alleges that Palmer had been vested with power by the American Sugar Refining Co. to route all its shipment and that he therefore became the actual shipper and payments to him constituted rebates. This the railroad denies, claiming that the payments were simply to reimburse him for loss of profit in permitting a diversion of traffic from the docks operated by him. The reason for this diversion appears to have been that the Truck Line association awarded 6 per cent of the sugar shipments to the Lackawanna and it was not expedient for Palmer to ship sugar by that road through his own docks.

### Ruef Appeals to Highest Court.

San Francisco, March 11.—Attorneys for Abraham Ruef were busy Sunday preparing legal devices to prevent Judge Dunne from proceeding with Ruef's trial to-day on the charge of extortion. An application to the United States supreme court asking for a writ of prohibition was prepared, and it will be forwarded to Washington to-day. United States Judge De Haven is expected to render a decision to-day on Ruef's petition for a writ of habeas corpus filed on Saturday. Ellisor Biggy has been ordered to bring Ruef into Judge Dunne's court to-day, unless restrained by a higher court Judge Dunne will proceed with the empanelment of a jury to try Ruef.

### A Search for Alleged Kidnappers.

Pittsburg, March 11.—Detectives are searching Rankin, Pa., six miles east of here, for two Italians who are believed to have in their possession the 4-year-old son of Dr. Horace N. Marvin, of Kitts Hammock, Del., who was recently kidnapped. According to the police the two Italians were seen by a street car conductor and had a boy answering young Marvin's description. It was apparent that the boy was frightened and remained with the men against his will. Rankin is a thickly populated Italian settlement. The police authorities are of the opinion they will have the men in custody to-day.

### Two Men Asphyxiated.

Huntington, W. Va., March 11.—William A. Thompson, a contractor, of Naugatuck, W. Va., and J. R. Clarke, a carpenter of the same place, were found dead Sunday in a room at the Leeward hotel. The men had turned on the fuel gas full force and retired.

### Will Not Obey the Strike Order.

Hay City, Mich., March 11.—According to the best information obtainable the 1,100 men employed at the local yards of the American Shipbuilding Co. will not obey the strike order sent out from Cleveland. The men here are not fully organized.

### TRANSPLANTING A BOOM.



The Iowa Farmer—Do you think it will thrive as well in that soil, Leslie?

### CAME FAST AND FURIOUS.

New York City's Thirteenth Big Snow Storm This Season.

New York, March 11.—Leadens skies and the ominous east wind to which New Yorkers awoke Sunday dashed any hopes they may have entertained that the backbone of winter, locally speaking, had been broken. For several days the sun had shone promisingly, but the city's thirteenth big snow storm came yesterday.

Throughout the forenoon there were intermittent flurries, and at noon the storm came fast and furious while a stiff wind kicked up formidable drifts unpleasant reminders of the great blizzard of '88, the anniversary of which is but two days distant.

Toward night, however, the wind died away and early in the evening the snowfall ceased. In eight hours nearly six inches had fallen, bringing the total snowfall of the winter up to 44 inches.

This is double the fall of last winter and, according to the local weather bureau, the end is not yet. The cost of removing the snow from the streets is estimated at \$30,000 the flat inch, and many of the side streets have not been cleared of the last previous fall.

It being Sunday, there was no great tramp of street traffic. Through the entire day scavengers, sweepers and cars were kept going back and forth over the various surface lines in order to keep the tracks free.

Comparatively few storm accidents were reported. A trolley car conductor, blinded by the snow, sent his car across the tracks of the Long Island railroad near Hempstead, just ahead of a train. The locomotive struck the rear of the car, but no one was seriously hurt.

### TELEGRAPHIC BREVITIES.

James L. Pugh, formerly a senator of the United States from Alabama, is dead in Washington, aged 87 years.

William Hammond was mortally wounded in a fight with burglars at the home of his brother-in-law, William Monsees, in Brooklyn, N. Y.

At Beaver Dam, Wis., Roscoe P. Miller shot and killed his divorced wife and his stepmother. He then committed suicide. There had been trouble over property.

### A Dusky Desperado Is Killed.

Americus, Ga., March 11.—Surrounded in a house and fighting desperately, William Reese, a negro who Sunday morning mortally wounded Policeman William Morris, last night was shot and killed. Five policemen and Deputy Sheriff Fuller surrounded the house. Fuller and Policeman Willis rushed to the door, whereupon Reese opened fire with a revolver. At this the officers opened fire with guns and pistols and the desperado was riddled with bullets. Policeman Willis was slightly wounded.

### Trouble Brewing for Gamblers.

Little Rock, Ark., March 11.—It is expected that the charter of the Oaklawn Jockey club at Hot Springs will be attacked in the legislature to-day, this being the last civil action looking to the rigid enforcement of the anti-gambling bill. Senator Ames, author of the bill, says that he will confer with Acting Governor Moore and if necessary will introduce a resolution in the senate authorizing the governor to send troops to Hot Springs to enforce the law.

### Four People Burned to Death.

New York, March 11.—Four persons were burned to death in Brooklyn Sunday, three in a tenement fire on Bushwick avenue, and a woman in her home. One man was mortally injured in the tenement fire. The dead: Ida Bingham, 22 years old. Mary Bingham, 3 years. Brinzetto Bingham, 4 months. Mrs. Annie Tischler, 45 years.

### Arrest of an Alleged Embezzler.

Saratoga, Pa., March 11.—J. T. Hayland, of 20 Broadway, New York, who says he is a stock specialist, was arrested here Sunday on a charge of embezzlement. He is accused of embezzling \$23,000 entrusted to him by Saratoga people for investment.

### A Narrow Escape.

Aberdeen, S. D., March 11.—While revival services were in progress in the Auditorium last night fire started under a platform, on which 300 members of the choir and several preachers were sitting. The place was packed by 2,000 persons. When smoke was noticed several walked out, and Rev. R. E. Johnson, leader of the revival, began singing. The choir took up the refrain and preachers went among the congregation advising them to leave quietly. Some people made their exit through windows and in ten minutes the hall was empty. Before the choir left the platform the rear portion of it was in flames. Firemen fought the fire for an hour, subduing it after most of the platform had been burned.

### Two Boats and 34 Lives Lost.

Berlin, March 11.—A dispatch from Cuxhaven reports the loss of 34 lives by the foundering of two vessels—a German cargo steamer, the George Witten, and a trawler—during a heavy gale in the North Sea. The dispatch says no further details have been received, but it is believed those drowned comprised all aboard both vessels.

### Triple Fatality at a Crossing.

Buffalo, N. Y., March 11.—Michael Bower, a well to do farmer, and his 10-year-old daughter Isabel were instantly killed on a crossing of the Erie railroad at Lancaster Sunday. Bower's 13-year-old daughter Rose is dying from her injuries.

### Died from His Wounds.

New York, March 11.—Basilio Spermo, chairman of the grievance commission when he was a witness in the Plasterers' International union, who was shot at a meeting of the local society, died Sunday.

### Would Compel Harriman to Answer.

Washington, March 11.—Chairman Knapp, of the interstate commerce commission, said last night that so far as the commission is concerned the taking of testimony in the investigation of the Harriman lines is closed, but that the commission has under consideration the advisability of asking the United States circuit court for the Southern district of New York to compel Mr. Harriman to answer certain questions which he did not answer to the satisfaction of the commission when he was a witness in New York. Pending such action Mr. Harriman's counsel asked to be heard before the commission April 4, which request was granted.

### Says the Standard Is Not Scared.

Chicago, March 11.—J. A. Moffett, president of the Standard Oil Company of Indiana, which company is now on trial in the federal court on a charge of having received rebates, last night denied the truth of a statement published to the effect that it was stated in official circles in Washington that representatives of the oil company had made a suggestion to the federal authorities that the company might be willing to plead guilty to the indictments against it. Mr. Moffett said: "Any such statement is without any truth or basis of fact whatever. The Standard Oil Co. is not frightened by any prospect of conviction."

### A Big Gain in Imports.

Washington, March 11.—A statement by the bureau of statistics shows that the imports of manufactures' materials continue to increase. The value of the imports of raw materials for use in manufactures in the seven months ending with January, 1907, was \$262,000,000, against \$223,000,000 in the same months of last year, while manufactures reported for further use in manufacturing amounted to \$158,200,000, against \$123,000,000 in the corresponding period of last year. Crude materials formed 32.2 per cent of the total imports for use in manufacturing and imports for further use in manufacturing 19.5 per cent.

### Miners Demonstrated.

Lens, France, March 11.—The anniversary of the mine disaster at Courrières, in which more than 1,000 miners lost their lives, was celebrated Sunday by a great demonstration by the mining population of the department of Pas de Calais. Headed by bands of music and waving banners, processions marched to the cemeteries in the district where the socialist deputies Basly and Lamendin made violent speeches against the companies owning the mines.

### Gets to Coshocton for a New Trial.

Columbus, O., March 11.—After living in the shadow of the death chair for eight months, Ben Dickerson, of Coshocton, the murderer of Mrs. Katherine Hughes, was led from the penitentiary Saturday and placed in charge of a guard who took Dickerson to Coshocton for a new trial.

### Australian Defense.

Six years ago each state had a force, naval and military, that at any rate contained the germs of efficiency, and defense was being studied by the several governments with vigor and determination. Since federation was accomplished we have sunk lower and lower, until our defense force is a mockery.—Sydney Herald.

### A Victim.

"Pa," asked the small boy at the classic recital, "is that man playin' the piano while that woman sings her accompaniment?" "No, my son," replied the father, in whose unresponsive pebbled soul the soprano had found no sympathetic answering chord. "That man is her accompanist."

### Two Trainmen Fatally Scalded.

Cornellville, Pa., March 5.—Two trainmen were fatally scalded by the bursting of the crown sheet in the boiler of engine No. 2248, hauling an eastbound freight train on the Baldwinsville & Ohio road.

## The Age of Unrest and the Contributive Causes

By PROF. ALBION W. SMALL,  
University of Chicago.



THE present age will be known in future history as the uneasy age. It is the most restless period in the history of the world. To-day dissatisfaction is not a mere condition; it is a principle—an ideal. The man who is not dissatisfied and critical is not up to the times.

The modern man is continually addressing, not what he has, but what he has not. If he has good clothing, he is dissatisfied until he has showy clothing, and if his wife has showy clothing, she is dissatisfied until she has the showiest clothing.

In saying this I do not forget that men have been dissatisfied in previous ages, but the proportion at present is unique. Nothing new in principle has presented itself since the beginning of recorded history, but in the matter of proportion there is much that is new under the sun.

We are told that the average possessions of the American family are worth something more than \$6,000. Our prosperity is a social phenomenon that distinguishes our modern community from any other in history. It is not the man who has difficulty in finding a job that is most miserable. It is not extreme misery, but extreme prosperity, that furnishes a spur to dissatisfaction.

We have had evolution from the wolf pack to the human group and then to the individual. Instead of being parts in a great whole we feel our individual freedom. We have freedom of creed in religion, politics and science, and also the freedom to find fault.

Education makes men realize their rights, and is bound to strengthen discontent. Then enterprise and envy always have been partners, and we envy others. We have an anomalous inequality in our social fabric. One man may legally consume hundreds of thousands of dollars without the obligation of doing a single stroke of work, while another must obtain consent to get a job.

Every one may know the business of every one else. The rich "slum" among the poor, and the poor "slum" among the rich. People are dissatisfied because the prophets of political democracy have not kept their promises. They believe political democracy is a "gold brick." People used to take a lot for granted about the unseen. To-day satisfaction comes from the seen and present. You can't satisfy the modern man by telling him "it's going to be all right by and by."

## Is there a Limit to the Skyscraper?

By NAPOLEON LE BRUN,  
Prominent New York Architect.

strength of the materials to be used, and the placing of them upon adequate foundations. Thus it comes about that to build high you must first dig deep—a profound truth that is applicable to other things besides buildings.

The safest foundation on which to build a skyscraper is bedrock; but, unfortunately, it is not always possible to secure that where wanted.

There is one thing, perhaps, more than any other—certainly it will be an important contributing cause—that will put a limit to the height of the future skyscraper. This is the elevator. To convince you of this we will bring our imaginations into play and suppose a building a mile or two miles in height were to be erected here in Manhattan. Just imagine the wearisome time it would take to reach the top floor, even in an express elevator! Think, too, of the hustling Brooklynite who has already wasted the best part of an hour in crossing the Brooklyn bridge finally being compelled to coop himself up in a small cage with a crowd of disgruntled humanity for ten or fifteen minutes in order to reach his office on the top floor! You see, therefore, that this matter of the elevator is a factor which will have to be considered should it ever be decided to construct buildings that will penetrate far up into the clouds.

The architects of to-day, however, have fully demonstrated to the world their ability to cope with very modern building construction, and I protest that any practitioner would lend himself to the construction of a building empirically or in which uncertainty or infeasibility seemed to reign supreme.

What the skyscraper limit may be that will be attained in the construction of buildings of the next generation cannot, of course, be predicted with certainty, but that's something we of the present needn't bother about. It is pretty safe to say, however, that the popularity of the skyscraper will never diminish, no matter how high such structures may be built.

## Art vs. Decency On the Stage

By EDMONDO DE AMICIS,  
Eminent Italian Author.

blush or would rise to leave the theater. But no woman, at least of those sitting around me, did I see to blush, and all remained intrepidly facing the fire. I dismiss the question of "Art," and I do not judge this sort of drama according to the criterions of the pure moralists; but I do say: To these spectacles women and girls go. To the spectators who turn now and then to interrogate them with their looks, their very presence replies: "This nastiness pleases us," which is as much as to say: "Any one might say such things in talking with us," which almost signifies: "We ourselves would say it." It is this which offends every decent man, however unprejudiced in point of morals he may be. One may have one's opinion about the virtue of a woman, but when a vile fellow in conversation says in her presence some filthy thing, one's soul revolts, even if the woman smiles instead of being ashamed—rather more so if she smiles. And it is not properly our sense of morality and shame that is shocked; it is the knowledge that even in corrupt society there are certain limits to freedom of language beyond which one cannot step without trampling under foot the laws of convention and of decency which rule social intercourse and are conditions necessary to its existence.

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